

3. Measure the secondary resistance using an ohmmeter set at $R \times 100$ or $R \times 1,000$. Measure between the secondary lead (spark plug lead) and the mounting flange or green ground wire. The reading should be as follows:

- All ATC70: 9-11 ohms.
- 1981-on ATC110: 8-15 ohms.
- ATC125M: 3-5 K ohms.
- All others—continuity should exist.

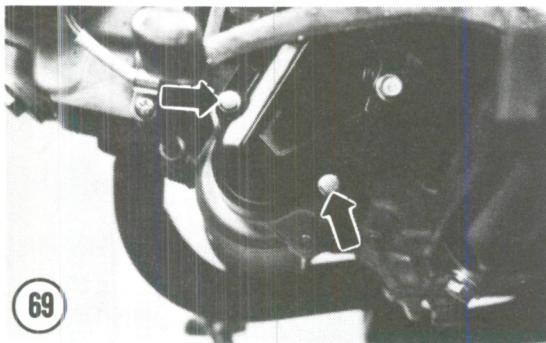
4. If the coil resistance does not meet either of these specifications, the coil must be replaced. If the coil exhibits visible damage, it should be replaced.

STARTING SYSTEM (MODELS SO EQUIPPED)

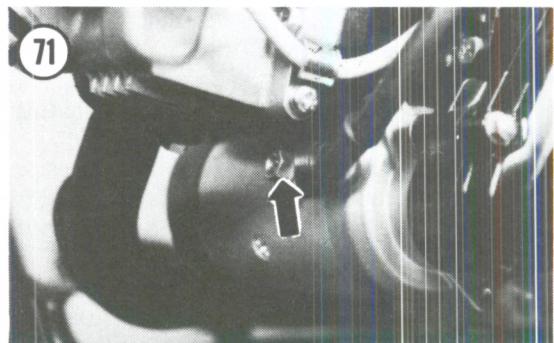
The starting system consists of the starter motor, starter gears, solenoid and the starter button.

The layout of the starting system is shown in Figure 68. When the starter button is pressed, it engages the starter solenoid switch that completes the circuit allowing electricity to flow from the battery to the starter motor.

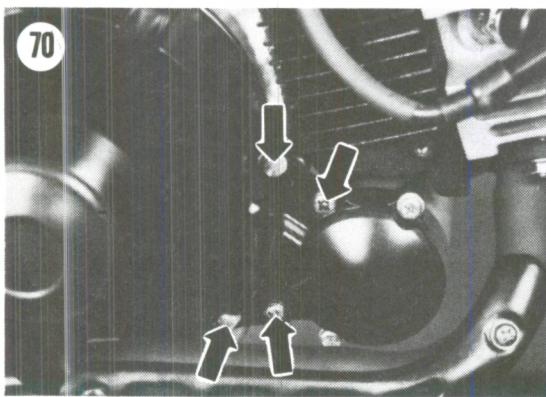
CAUTION
Do not operate the starter for more than 5 seconds at a time. Let it rest



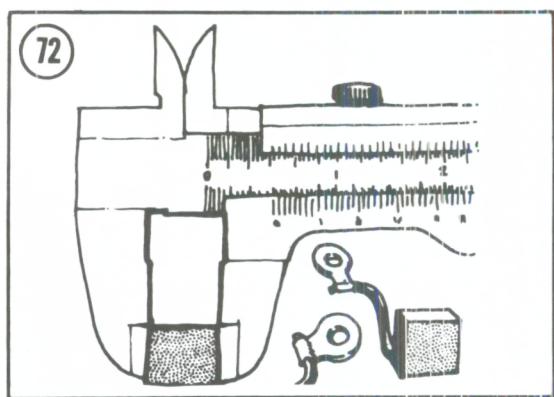
69



71



70



7

approximately 10 seconds, then use it again.

Table 3, at the end of the chapter, lists possible starter problems, probable causes and most common remedies.

STARTER

The overhaul of a starter motor is best left to an expert. The disassembly/inspection/assembly procedure shows how to detect a defective starter.

The starter gears are covered in Chapter Four.

Removal/Installation

1. Remove the seat/rear fender assembly.
2. Unscrew the wing bolts securing the battery cover and remove the cover (Figure 36).
3. Disconnect the battery negative lead.
4. Remove the bolts (Figure 69) on the left-hand crankcase spacer cover.
5. Remove bolts (Figure 70) securing the starter bracket on the right-hand side.
6. Pull back the rubber cap and disconnect the black electric starter cable from the starter (Figure 71).
7. Pull the starter to the right and disengage the splines of the starter from the starter idler gear.
8. Install by reversing these removal steps.

Disassembly/Inspection/Assembly

1. Remove the bolts and remove the end cap from the motor assembly.

NOTE

Write down the number of shims used on the shaft next to the commutator. Be sure to install the same number when reassembling the starter.

2. Clean all grease, dirt and carbon from the armature and the end cap.

CAUTION

Do not immerse brushes or the wire windings in solvent as the insulation may be damaged. Wipe the windings with a cloth lightly moistened with solvent and dry thoroughly.

3. Move the tension spring out from the backside of each brush and pull the brush out of its receptacle in the brush plate. Measure the length of each brush with a vernier caliper (Figure 72). Standard new brush length is 12-13 mm (0.47-0.51 in.). If the length of either brush is 6.5 mm (0.26 in.) or less, replace both brushes as a set.

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